

Magazine of the National Capital Chapter BMW Car Club of America

January/February 2019

# *derBayerische*







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**Cover:** James Laws was the first one to arrive in his red M6 to the Rockville, MD Antique and Classic Car Show. Read the article on page 10. Photo: Marc Caden

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**BMW Car Club  
of America**  
National Capital Chapter



## President's Message

Happy New Year and welcome to 2019! That will take some time to get used to and I'm sure I'll go several months writing 2018 on checks and other documents. I'm really excited about 2019 and this promises to be a HUGE year for BMW CCA because it's our club's 50th anniversary! But before we get ahead of ourselves, let's look back for a minute.

Last year was incredible for this chapter as we started off in February with BMW racer extraordinaire, Bill Auberlen, as our annual meeting guest speaker, brought back our showcase event, Chapterfest, in May, and finished the year again hosting 100+ event days. No other chapter comes close to being as active as NCC and none of it would be possible without our volunteers. Thank you for your dedication and countless hours planning events and ensuring smooth game-day operations. I've worked with some truly amazing people and they continue to out-do themselves year after year. Hats off for all you do!

And now, back to 2019 and why we all should be thrilled for this monumental year. This club has come a long way, having gotten its start with a few enthusiastic members in Boston, and now CCA totals 67 chapters and 75,000 members strong across the US. The club recently announced that our new headquarters will be located on a spacious, 20-acre property just outside of the BMW Manufacturing plant in Spartanburg, SC. We will all be able to check out our new digs in mid-October during Oktoberfest as we ascend on Greenville for a weeklong celebration of all things BMW. Mark your calendars because you'll want to be there!

While October may seem far away, NCC has you covered until then. We recently announced our 2019 dates for HPDE, autocross, and ///M Club Days at the BMW Performance Center. Also, Chapterfest will be held on Saturday, May 11th, at Summit Point Raceway where we'll have a full day of activities spanning several tracks. We're also bringing back Mike Renner and the BMW Performance Center to run hot laps on Summit Main, so if you missed out last year, look to guarantee your spot once registration opens.

Finally, I'm sure you're now pumped up and looking forward to 2019, so make sure to join us on Saturday, February 9th for our NCC Annual Membership Meeting. This year we are bringing in longtime BMW driver, Boris Said, as our guest speaker, and we're thrilled to spend the evening with such a legend. As always, Mike Renner and the BMW Performance Center will be there giving away an ///M School to a lucky winner and we'll have tons of giveaways from our treasured sponsors.

I know that New Year's always brings resolutions, so let's make this the year that you fully participate in club activities. If you've never been to an event or only attended a few, here's your chance to get involved. This club is made up of 5000 local members who share the love for BMW, but what really makes this club so special are the people. That's what keeps me coming back.

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I am always amazed at the large number of outings the NCC sponsors. I do not attend enough, but as many as I have time for. I would encourage our readers to read the articles in the current issue of *der Bayerische* to get a feel for the scope.

Begin with the AACRA Tour, described by Robert Hopkins. This was to be an Eastern Shore tour to drive to the east side of the bay and enjoy the sunshine. Because of the weather, it was repurposed to visit the Antique Automobile Club of America Museum. There are many such places throughout the country, showing various (usually local) collections of automobiles. Each venue has a different focus, and they are all worthwhile looks into automobile history.

Next on the list was the member reception at BMW of Sterling. Sterling has always provided a memorable outing and has been a long-term supporter of our car club. We value the chance for a meet-and-greet at these membership events. Marc Caden made sure that the event lived up to our expectations.

We have the usual car-focused articles:

- A Not "Forgotten 3," by Steve Grumbach, featuring a car purchase and its subsequent transporting from California to Virginia.

- "The Rockville Autoshow" by Jim Gerock, an event I have attended many times. The crowd was smaller than usual this year. Not sure of the reason since the weather was fine.

- Then there is the "The Sound and Fury of the Lesser M2" by Josh Davenport. I was particularly interested since I own one. And the billing lives up to my view of the car.

We also have an article on a social event, Monterey Weekend (as gleaned from Pearl Aliga Jones' journals). This was not local, but several club members attended the Legends of the Autobahn *Concours d'Elegance* in Pebble Beach and Festorics at Laguna Seca. Old cars driven fast. What a show.

Finally, we had an HPDE outing at the Jefferson Circuit at Summit Point Raceway in West Virginia, an account of which is written by Joe Geadrities.

Walter Jones

## Help Wanted

The National Capital Chapter is seeking a volunteer to serve as chapter **Treasurer**. Duties include monitoring and maintaining chapter financial accounts and producing reports (using QuickBooks Pro), attending monthly board meetings, coordinating completion of annual tax returns and preparing the annual financial report for submission to the National Office. Accounting experience is desired but not necessary.

Those interested in volunteering some time to a great organization can contact the current treasurer at [treasurer@nccbmwcca.org](mailto:treasurer@nccbmwcca.org).



The National Capital Chapter is in need of a volunteer to take on its marketing responsibilities. This position provides the opportunity to interact with some of the leading businesses in the automotive sales, repair, accessory, and support industry.

Previous marketing and/or business development experience is necessary, a strong desire to interact with sponsors, and a belief in the benefits offered by the BMW Car Club of America and the National Capital Chapter in particular are a plus.

Briefly the **Chief Marketing Officer** is responsible for the following:

- Develop overall marketing, sponsorship, and communications strategies
- Identify and secure new advertisers for the chapter's newsletter, website, email, and social media outlets
- Ensure that current advertisers are properly invoiced and collected
- Work with the *der Bayerische* (dB) newsletter staff to ensure that ads are correct, timely, and current
- Marketing/sponsorship communications for all social media and membership growth activities

This position will report directly to the NCC Board of Directors and has the flexibility to build a team immediately.

If this position appeals to you and you feel that you have the skills necessary to meet the position requirements, please send your resume to Paul Seto, mail to: [Paul.Seto@nccbmwcca.org](mailto:Paul.Seto@nccbmwcca.org), immediately to schedule an interview.

## 2019 NCC Officer Nomination Period

Each year, our volunteer-run organization elects the leaders of this great chapter. Every elected position is up for grabs annually: President, Vice-President, Treasurer, and Secretary.

For more information about the officer positions, please see our chapter bylaws.

To run for an elected position, you must be a CCA member in good standing and

nominate yourself during the Nomination Period which runs from Nov 1 to Dec 31. Please submit your candidacy statement to our webmaster at [webmaster@nccbmwcca.org](mailto:webmaster@nccbmwcca.org) so it can be posted to our website, [nccbmwcca.org](http://nccbmwcca.org).

Voting will take place online starting Jan 1, 2019 and end during our 2019 Annual Meeting.

## Get Your 2019 NCC BMW CCA Calendar Now!

The new **2019 NCC Calendar** is filled with a wide variety of pictures covering many of our club events. Major club events in 2019 are highlighted making it easy for you to plan ahead and so that you won't miss an event. It is a must-have and must-hang for every club member.

Preorder yours today and it will mail as soon as they become available.

**The price is only \$10.00** (plus \$10 for shipping and handling if applicable). Order a few, use them as gifts and share them among your BMW friends.



Order at <http://msreg.com/2019NCCcalendar>

Future event dates are listed as known at the time of printing.



# CALENDAR OF EVENTS

## November 2018

- 3 BMW CCA Cars & Coffee, BMW of Sterling
- 3 DIY @ BMW of Sterling
- 10 Great Pie Run XXII
- 14 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD

## December

- 6 NoVa Social - Lost Rhino Retreat, Ashburn, VA
- 12 Board Meeting/Social - Chuy's Tex-Mex, Rockville, MD
- 13 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 20 MoCo Social - Pizza CS, Rockville, MD

## January 2019

- 3 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 10 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 12 2019 NCC Autocross Annual Meeting
- 17 MoCo Social - Pizza CS, Rockville, MD

## February

- 7 NoVa Social - Lost Rhino Retreat, Ashburn, VA
- 9 2019 NCC Annual Membership Meeting
- 21 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 28 MoCo Social - Pizza CS, Rockville, MD

## March

- 7 NoVa Social - BJ's Restaurant & Brewhouse, Tysons, VA
- 14 Columbia Social - BJ's Restaurant & Brewhouse, Columbia, MD
- 21 MoCo Social - Pizza CS, Rockville, MD
- 23 NCC Autocross Novice School - Regency Furniture Stadium, Waldorf, MD

## April

- 6 NCC Autocross Test and Tune - Regency Furniture Stadium, Waldorf, MD
- 13 NCC Autocross Points Event #1 - Ripken Stadium, Aberdeen, MD

## May

- 10-12 NCC HPDE - Main Circuit, Summit Point, WV
- 11 Chapterfest - Summit Point Motorsports Park, Summit Point, WV
- 11 NCC Autocross Points Event #2 - Washington Circuit, Summit Point, WV

## June

- 16 NCC Autocross Points Event #3 - Regency Furniture Stadium, Waldorf, MD
- 28-30 NCC HPDE - Jefferson Circuit, Summit Point, WV

## July

- 7 NCC Autocross Points Event #4 - Regency Furniture Stadium, Waldorf, MD

## August

- 10 NCC Autocross Points Event #5 - Washington Circuit, Summit Point, WV

## September

- 7 NCC Autocross Points Event #6 - Regency Furniture Stadium, Waldorf, MD
- 6-9 NCC HPDE - Shenandoah Circuit, Summit Point, WV

## October

- 5 NCC Autocross Points Event #7 - Ripken Stadium, Aberdeen, MD

# COMING EVENTS

## Plan to attend now!

*Vintage is a Classification...*

**Racing is a Mindset**



**Boris Said**



**Mike Renner**

**2019 Annual Member Meeting**

**February 9, 2019**

**Maggiano's Little Italy**

Tysons Galleria, 2001 International Dr, McLean, VA 22102

**Guest Speakers | Door Prizes | Board Elections | Awards**

## CHAPTERFEST

SUMMIT POINT MOTORSPORTS PARK

**May 11<sup>th</sup> 2019**

high performance driving education

full-course autocross

people's choice car show

do-it-yourself tech session

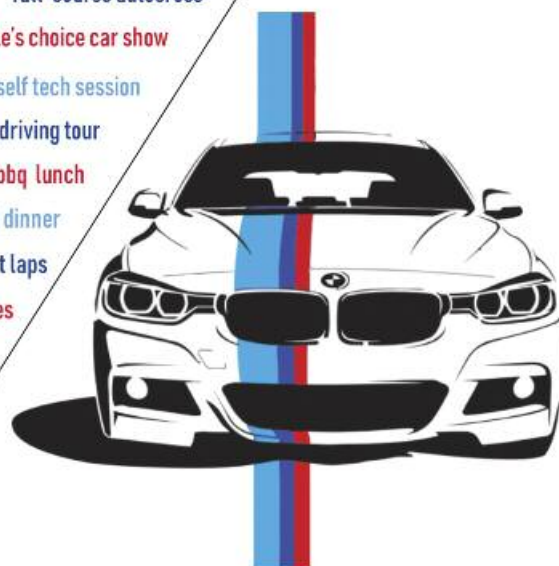
local driving tour

bbq lunch

catered dinner

charity hot laps

raffle prizes





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By Joe Geadrities

# HPDE AT SUMMIT POINT - JEFFERSON

Some say summer officially arrived on the 21st of June. I say it arrived with the NCC summer HPDE event! What better way is there to kick off summer? Some of the longest days of the year, lots of BMWs being driven on a track, BBQ, a great event T-shirt, fellowship and good times being had by all!

Unfortunately, Mother Nature didn't understand or forgot the first few days of summer should be beautiful long days of sunshine and decided to start summer off with lots of rain. While rain isn't what most of us like to see, it certainly makes for great conditions to learn and in which to improve driving skills.

For me personally, my week-end started off with instructing on the skidpad. Rain is what all skidpad instructors secretly dream of (shhh, you didn't hear that from me) since there is no need to worry about turning the sprinkler on. The skidpad was perfect on Friday! Nice and slick over the entire surface with no dry areas, giving us the best conditions for teaching and students for learning how to correct understeer and oversteer.

Saturday started off with rain that resulted in a lot of roads being flooded in the Summit Point area. Luckily, everyone was able to make it to the track - besides who cares if we cannot make it home? Priorities! The rain stuck around the first half of the day and then the sun came out and dried the track later in the day.

The nice thing about a rain-soaked track is that it creates a great opportunity for learning car control. The speeds are slower and the grip level lower, so the track literally becomes one big skidpad. It requires drivers to be really smooth with their steering input and throttle application while increasing their braking distances, all with a heightened awareness of what is happening

around them. The Jefferson Circuit also offers several great attributes for learning such as a variety of different types of turns, variations in the track surface, mid-speed straightaways, and most importantly a very good, all-around fun factor!

By mid-day Saturday the sun was mostly out and the smell of beef and chicken kabobs filled the air in the paddock area. Matt and Judy Curry, owners of Matt Curry's Craftsman Auto Care, were cooking on the grill offering kabobs to everyone in the paddock. I have to say they were very good! Matt Curry's

Craftsman Auto Care was the primary sponsor of the 2018 HPDE at Jefferson Circuit. Matt and his wife Judy hosted a display setup with several items for the taking throughout the entire weekend. To top things off, the Currys provided a BBQ dinner for everyone Saturday night! While we are always grateful for event sponsorship, Matt and Judy went the extra mile by being present, available and engaged with attendees each day.

Be sure to reach out to Matt Curry's Craftsman Auto Care for anything you might need or need to have done for your daily driver

or track car. They also offer free HPDE inspections, and with any service your vehicle will receive a state-of-the-art digital inspection, one of the many unique services offered by Matt Curry's Craftsman Auto Care. What is a digital inspection? It means not only will you receive a full once-over of your vehicle with written details about any concerns or items to keep an eye on, but you will also receive photos of them. By utilizing these photos you can be an empowered consumer by having a base for comparison should a repair be needed or just a general "keep-an-eye-on-this" reference point for when your vehicle is away from the shop. Matt Curry and his team

Photos by etech and Fraser Dachille



(Top) Instructor Joe Geadrities hitting the apex. (Above) "Instructor" Brian Lettiere - '91 BMW 325i.





(Above) Fraser Dachille - '95 BMW M3.



(Above) Lewis Zehmer - '90 BMW 325is.

truly provide high-tech and A+ service!

Sunday arrived with full sunshine! The heat and humidity were up a notch although both were certainly welcomed over rain coming down. It was great having two students who had never driven on the Jefferson Circuit before. One of the students was a first-timer attending an HPDE with NCC and also their first time driving on a track. Both students really enjoyed the dry track. As their instructor, I observed the impact consistent driving conditions had in enabling us to keep progression moving forward without a reset. The speeds picked up, and based on the faces of my students, so did the fun. Any day that we can take our BMW (or any car) to the track for an HPDE event is a good day!

Another great HPDE event has come and gone. Why do the good times go by so fast!? One thing we can count on is that there will certainly be many more HPDEs hosted by the NCC. There is always next season. Come join in the fun!

Thank you again to Matt Curry's Craftsman Auto Care for their sponsorship of the 2018 June HPDE at the Jefferson Circuit and the NCC

(Below from Left) The Currys attending the 2018 Jefferson HPDE. BBQ for all!

Member BBQ dinner! Would also like to send a big thank you to Tommy Ivic of Tier Auto Care in Pikesville, MD for being a yearlong NCC HPDE sponsor! Tommy offers free HPDE inspections and can always be found at the track helping students with technical assistance and improving their driving skills as an Instructor. A thank you to etech photo for donating a few event photos. And thank you to everyone that makes the NCC HPDE events the great events that they are!

(Below) Point-by-point Inspection.  
(Right) Inspection details.



Messages
12:27 PM
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Engine

Inspect Radiator and Hoses

Spark Plugs/Ignition Wires

Inspect Belts

Inspect Motor Mounts

Tires

Inspect Front Tires

Inspect Rear Tires

Axle/Driveline

Inspect Axles

Brakes

Inspect Front Brakes

Technician Notes: 6/32"

Upon inspection of your front brakes we found your brakes are in good shape at this time.

Inspect Rear Brakes







# New Member Reception, DIY, and Cars & Coffee at BMW of Sterling

By Marc Caden | Photos by Marc Caden and Steve Tenney

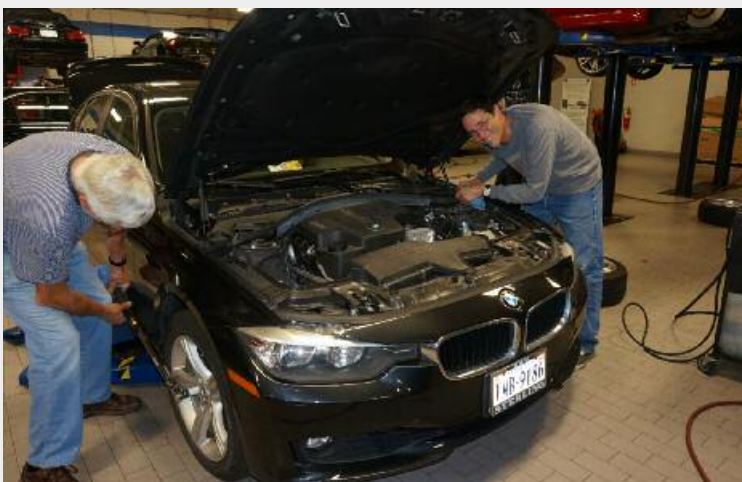
Our BMW CCA chapter hosts over 100+ events each year. Part of the reason is because we have the most members of any chapter, but it isn't simply the result of our robust membership. It is because we have a highly dedicated team of leaders generously volunteering their time and some very gracious sponsors who help make it happen. You really can't appreciate just how good we have it unless you have been a member of another CCA chapter or perhaps another car club altogether.

Our recent multi-event extravaganza in early-November at BMW of Sterling was a perfect example of this. Weeks in advance of the big day, President Paul Seto sent an email blast requesting all program heads to attend the New Member reception and to be prepared to introduce their programs. Another group of volunteers was enlisted to staff the club tent at the Cars & Coffee and assist with traffic control. A couple of other members were conscripted for photography and writing up this *dB* article (present company included).

The day's first activity began promptly at 8:00 am with a gathering of Do-it-Yourself attendees ready to dive into assorted repairs and maintenance. We all stood mouths agape upon spying a Lamborghini Huracán Performante located high on a lift with much of its rear end disassembled. This is the high-spec Lambo model that not long ago set the Nürburgring lap record of 6:52:01 (since broken twice). On a table beneath it was a group of bespoke raw carbon fiber and aluminum parts that had been removed and placed on a table adjacent to a sign that read "DO NOT TOUCH" and we made sure not to touch.

DIY Chair Phillip Cummings and Parts Manager Ryan Hoover explained how the day would run and gave us all lift assignments. If you haven't had an opportunity to see BMW of Sterling's service area, it is among the largest, cleanest and most modern I have ever seen. They offer our club many advantages including discounts on parts/service, free rides to nearby Dulles airport while your car is in for service, an enormous inventory of new and CPO cars, and most importantly they put the customer's experience first.

DIY regular David Churbuck was there with his Imola Red 2000 Z3 M Coupe installing some new stainless-steel brake lines and an upgraded rear sway bar. DIY veteran James Austin did an oil and filter change on his 2011 BMW 328i xDrive. President Paul Seto put on his winter wheels and installed a really nice aftermarket aluminum under-tray on his 2011 M3. Austin Verner, with a little help from his Dad and Alicia Gordon, replaced the brake pads on his recently acquired 2017 M240i. Doug Verner was "twinning" with Paul Seto by putting on the same aluminum under-tray on his 2008 BMW M3. In preparation for a trip to North Carolina, Ty Joseph brought in his 2013 Subaru Impreza for an oil change, replacing a couple of burned out light



(Above) There was a nice turnout for the Fall Cars & Coffee event held at BMW of Sterling on November 3, 2018.

bulbs, and rotated the tires. Bill Veldran did an oil and filter change on his 2002 325ci.

Not long after the DIY started, the Cars & Coffee event began in the front parking lot and before long was running in full force. David Landow brought his ultra low mileage and very rare 1987 L6. The L6 was a special, one-year model that was in essence a luxury spec version of the E24 635CSi.





(Above) President Paul Seto gave a nice overview of our Chapter's activities to a large group of new members in attendance.

To the extent that "M" in BMW speak stands for Motorsports, the "L" in the L6 stands for Luxury. It wasn't cheap either. When it was released it cost about ten grand more than a comparable Porsche 911 and it had special amenities like extended leather on the headliner, dash, and door panels. David was kind enough to let me drive it a few weeks earlier. It was my first time driving an E24 series and the car was an absolute joy.

Another classic in attendance was Andy Parahia's iconic 1972 2002. Andy's car is an earlier round tail model, in Malaga (its color name, think Pinot Noir), and it is nearly bone stock. There were also many modern classics like Rick Kempf's

BMW M2 in Long Beach Blue parked next to its near identical twin M2 in the same color.

A little later in the morning the third event of the day started, a new member reception. A group of new members gathered in a conference room that seemed big enough to handle a UN assembly. They each introduced themselves and President Paul Seto greeted everyone and gave a nice overview of our chapter. Then our chapter leaders introduced each of their programs one-by-one, some accompanied by entertaining videos.

Later in the day, everyone gathered for a nice lunch replete with pizza and gourmet sandwiches. Everyone from all three events

mingled together and swapped stories about the day. I finished my day off by strolling across the street to look at some of the exotic brands all under the same dealership owner umbrella as BMW of Sterling. I saw the just released Lamborghini Urus, the new SUV capable of 0 to 60 in under 3 seconds and with a top speed of over 200 mph. The Urus is for the family that likes to travel seriously fast - and I must admit it does look the business. Nearby, I also saw another Lamborghini Huracán Performante (this one was fully assembled) and an Aventador SV. I also saw one of my favorite supercars currently on sale, the McLaren 720s, which is one of the

few mid-engine cars on the market that keeps its clean styling by eliminating side air intakes. I also saw two pretty rare McLaren 675LTs (the LT stands for long tail) and a bunch of the entry level model, the 570S.

A multi-event extravaganza like this is what makes our chapter unique. Take a look at our event calendar sometime and you quickly realize that you could fill nearly half your month attending club sponsored events. But, events like this take the planning and hard work of dozens of volunteers and a gracious host like BMW of Sterling to make it all happen. Many thanks go out to our club leaders and sponsors for making special events like this so great!



(Above) No funnel necessary, as Jonathan Shiu adroitly refills the oil in his 1987 BMW 325is.

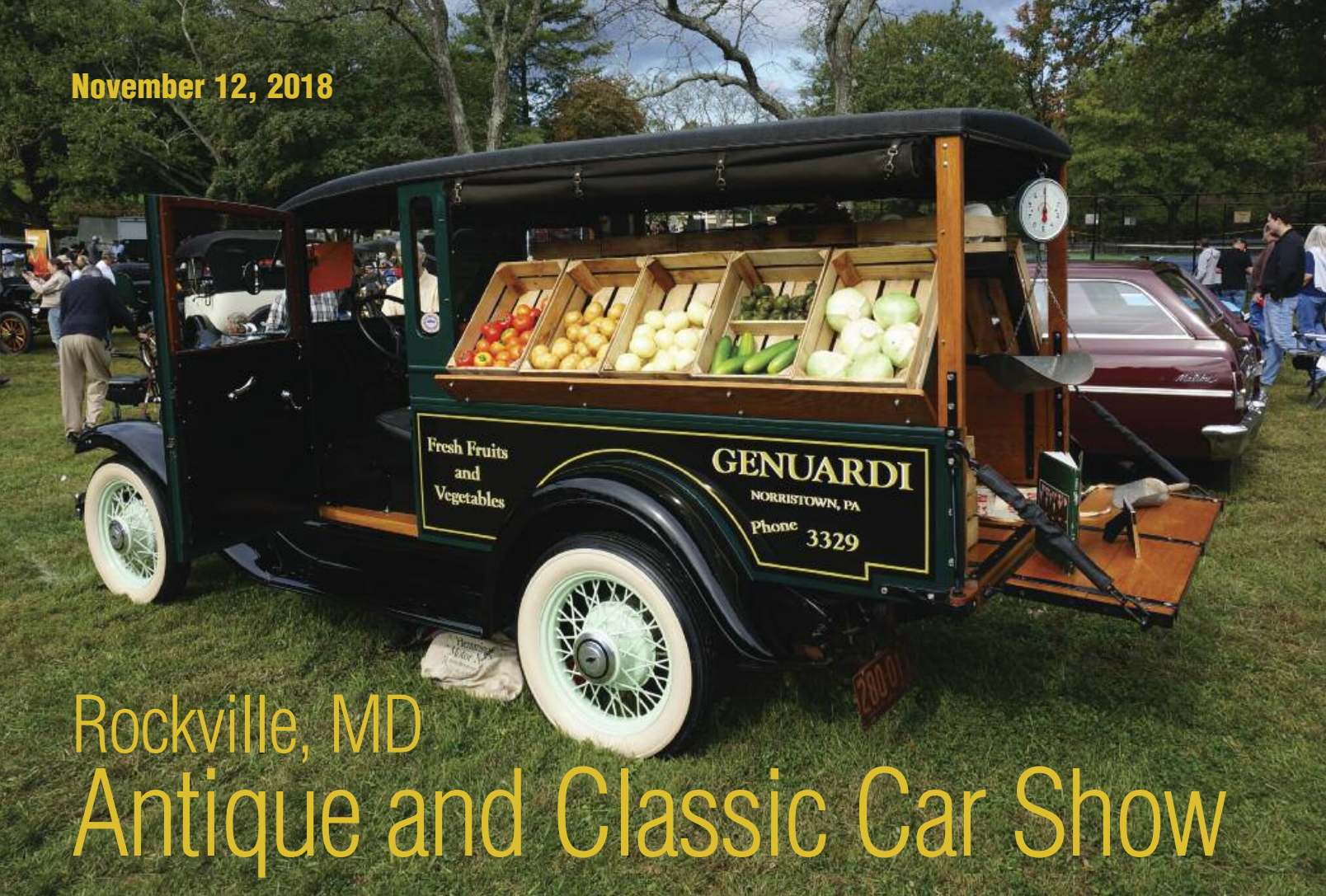


(Below left) I spy with my little eye a Lotus Elise.





November 12, 2018



# Rockville, MD Antique and Classic Car Show

By Jim Gerock | Photos by Jim Gerock and Marc Caden

Since 1967, the City of Rockville has hosted a large show on the Glenview Mansion grounds. With more than 350 vehicles pre-registered, this would be a great opportunity to attend the event with my '69 2002. As on so many days this October, the threat of rain was lurking right up to the morning of the event, but Mother Nature lifted her curse on event participants and visitors and we were rewarded with a beautiful day.

The CCA has a designated spot on a hillside that overlooks the grounds with a rewarding view of vehicles of all makes and models. Club Member James Laws was the first to arrive in his red '88 M6, so my Riviera blue 2002 contrasted nicely parked next to his car. A wide assortment of Classic BMWs and their owners soon joined the row including several E30s, two Bavarias, one E9, two 5 Series and more 2002s.

Browsing through the many rows of vehicles, I was impressed by the comprehensive turnout to the event. Among the classic American cars, there were many Cadillacs, Buicks, Pontiacs and Chevrolets in various models and colors. One vehicle that caught my eye was a 1954 Oldsmobile Super Rocket

88 2-door Sedan in Rally trim. The clean lines, light green paint, glistening chrome and rally accessories made for a notable example of a rare vehicle.

Parked on the opposite hillside in the French section, a 1960 Renault Caravelle also caught my eye. I'd never seen one in person and the light green color with white wheels and rear-mounted, water-cooled 4-cylinder engine appeared to be in fantastic condition.

In the Ford section, two cars stood out to me. The first was a yellow/red 1974 Mercury Capri with the Cologne, Germany built 2.8 litre V6 engine and manual transmission. This car also featured a manually operated sunroof made by Golde which appears to be the same design as was used for the 2002 series BMWs. The second was a 1985 Mustang Coupe with California Highway Patrol package in black/white exterior

paint scheme complete with an officer's uniform, badge, radio and shotgun on display.

Each year, the Mayor and Council of Rockville select one vehicle to receive the Mayor and Council Award. The 2018 recipient was a 1903 Pierce Stanhope owned by Don Silbert.



(Top) A merchant's fruit and vegetable truck restored to pristine condition with period-correct hanging scale. (Above) The 1960 Renault Caravelle is owned by Bruce Pascal.



# ROCKVILLE, MD ANTIQUE AND CLASSIC CAR SHOW



(Clockwise from Above) A 1974 Ford Capri in bold yellow/red colors. A 1985 Mustang California Highway Patrol car with all proper equipment. A line of BMWs on display. Marc Caden's green 2002. A 1954 Oldsmobile Super Rocket 88 2-door sedan (rally equipped car).







By Josh Davenport | Photos by Marc Caden

# The Sound and Fury of the Lesser M2

You know that feeling when you finally buy the thing you have pined for, only to discover that the new and improved thing will be released next week? So it was with my 2018 BMW M2. Only a few months after taking delivery of my M2, BMW upped the ante with its newest version, the M2 Competition which sports the twin-turbo S55 engine found in the M3/M4. Should I feel remiss that my M2 has the mere, single-turbo N55 engine? Did I buy too soon? How has my pedestrian-version M2 fared over time?

Before taking delivery, I obsessed over the M2: from consuming all M2-related media, to tracking — hourly — my M2's progress from the Leipzig production line to its Atlantic crossing. Fortunately, BMW did not offer many choices on the M2 (the M2C has additional colors available, including Sunset Orange). Although Long Beach Blue was the popular color choice at the time, to me it is too turquoise-green in direct sunlight, and I find that the M2's muscular flanks, black trim, and carbon bits are better expressed in Alpine White. So, after settling on Alpine White, the remaining choices were easy: manual transmission, of course; executive package that when you compare its value to other BMW offerings you realize is a steal; no moon roof because

everyone I have ever owned eventually leaks and the I'm-pretending-to-be-motorsport with a lowered center-of-gravity thing; black grills and side grills that look cool and match the shadowline trim; and carbon fiber mirror caps that really stand out on a white car.



(Above) Alcantara shift boot is an attractive lint magnet.

Six months and 7,500 miles as my daily driver later, my M2 has ended up being as advertised — a true driver's car that is very easy to live with, except for the twelve-gallon fuel tank that requires premium gas every five days. I have not driven the M2C, but the reviews are glowing, as one would expect by adding a more powerful engine to an already terrific chassis. Other than the M3/M4 seats now available in the M2C, however, I prefer my M2 to the newest version. Or, I just tell myself that to ease the pain.

The M2's best features are its face and hips. The elegantly curved front fascia with its gaping intake, distinctive vertical strakes, and right-sized black grill give the M2 a masculine appearance. The M2C's front-end is surely aerodynamically superior, but to my eye, it is a bit more angular and a bit less graceful looking (it comes with parking sensors, which as a spatially-challenged person I would find convenient). My biggest complaint about the





(Top Left and Above) Front end says sport while rear quad pipes mean it. (Above Right) Comfortable interior is luxurious enough; hope you like black.

M2C, however, is with the massive one-piece grill. (When will the Audi-precipitated-oversized-grill trend fade away?) I think my M2's two-piece grill sets off the black kidney surrounds better, but I recognize that the one-piece grill is not

going away (see the new X5 and 8 Series).

While the grill debate rages on, there is no disputing the M2's attractive flanks. The flared front and rear fenders, widened to contain the suspension components borrowed

from the M3/M4, provides the otherwise boxy 2 Series a distinctive footprint — waspish and aggressive. The flared hips make for a wide caboose, but the M2's rear taillights (improved in the mid-cycle refresh) and classic four-tailpipe exhaust keep

the rear end from being ungainly (see Corvette). I considered getting the M Performance carbon fiber rear diffuser, but the stock black plastic version did not bother me enough to justify the cost. Meanwhile, in my humble opinion, no other current

(Below and Bottom Left) Carbon fiber mirror caps and bright headlamps allow one to be seen. (Below) Under this plastic shroud lies single-turbo sonic glory.





| (Above) Go fast black trim needs big brakes.

BMW better expresses the Hoffmeister kink than the M2.

The M2's forged wheels really show off the oversized brake discs. How to tell that you have made a wise car choice: When walking away from your car, do you ever look back to enjoy a certain feature? For me, it is the M2's massive rear brake discs — bigger than most other "fast" cars' front discs — accentuated by the flared rear fenders. The M2C shares those lovely fenders and its wheels look even better.

Inside, the only major difference between the M2C and M2 is the seats. I like my M2's seats okay. Although they are adequately comfortable and supportive, they are not as good

as the chairs found in my 2016 VW GTI (or, frankly, in my 1991 Honda Prelude). The M2's driver's seat is pointed slightly to the left, which is a byproduct of the steering column location in the donor 2 Series chassis that could not be moved without tremendous expense. As for the M2C's chairs, well, score one for the newer version as they look and feel special. (Maybe I can upgrade mine.) The secondary controls are of the usual BMW quality, with the latest iDrive working well enough. (I opted for Apple CarPlay that is now standard on the M2C.) My M2 was the "LCI" mid-cycle refresh version that has a revised gauge cluster and air vent design. The previous version's grey-backed gauges had a reputation for washing out in direct sunlight; I can attest that my black gauges are fantastically legible. The M2 has good driving position and visibility all around, which may not seem like a big deal until you drive your buddy's new Camaro.

The big story about the M2C is not the revised front fascia or wheels or seats, however. BMW's best driver's car now has the same sophisticated (if slightly detuned) engine powering the M3/M4. I'm sure it is faster than my M2's single-turbo inline-six, and who wouldn't want 400hp, but the M2C's engine highlights my M2's very best feature: the sound. When your neighbor gets excited about his near-silent Tesla that to my eyes has all the passion of a vacuum cleaner (OK, it will dust me in a drag race), I revel in the fact that my M2 is pleasantly if not obnoxiously loud. My kids always know when I am coming or going because they can hear my car from a block away. (Speaking of kids, my ten-year-old and thirteen-year-old ride in the rear seats comfortably enough. One would not want to take a family of four on an extended road trip, but around town it is entirely practical.) The S55 engine in the M2C is loud, too, but to my ear it is not quite as sonorous. The N55's bassy rumble is so good I do not miss the S55's less aurally pleasing forty extra horses. Indeed, I did not opt for the M Performance exhaust (now standard on the M2C) because it neither added power nor sounded better.

As part of my obsession, before I purchased my M2 I read every available English-speaking review. My experience bears out many of the usual comments: It is a very well-balanced car with classic-but-not-deadly rear-wheel driving dynamics and a short and wide chassis that willingly rotates but remains utterly easy to drive. The electric steering is not as good as the hydraulic rack in my old E39, but it has enough heft and feel to make one almost not yearn for

the racks of yore. Almost. (I never thought the supposed MPG savings from an electric steering rack were worth the loss of feel.) Meanwhile, the brakes are as stout as they look with great modulation, a linear pedal, and no fade. The M2C's brakes are even bigger, which, unlike the front grill, is a bigger-is-better trend that I can get behind.

Commuting on the Washington, D.C. metropolitan area's less-than-perfect streets, as much praise as the M2 has received for its track prowess, it is entirely livable as a daily driver. (OK, I have yet to drive it in winter...) The M2 has three modes: Comfort, Sport, and Sport+. Comfort feels like a properly firm BMW and frankly suits most of my daily driving needs. It is sporty enough to keep the daily commute from being boring, but not so firm as to be tiresome or brittle. Sport mode cranks it up with a ride that remains bearable and a sound that soars. Sport+ turns off most electronic nannies, including the oft-criticized rev-matching feature, and sharpens all the responses. Since my feet cannot reliably blip the throttle on downshifts, however, I do not share the professional reviewers' disdain for the feature. Plus, rev-matching sounds cool. As for the M2C filling the M2's steering wheel blanks with the mode-shifting buttons found on the M3/M4's wheel, I confess I would like that feature on my steering wheel instead of the rocker switch on the center counsel. I can only salve my wounds of not having this feature by accepting that I am perfectly content to press the rocker switch and settle for the factory settings.

One area where I strenuously disagree with the professional consensus is ride quality. Reviewers from my favorite car magazines all complain about how punishing the ride is and how sore their spines are after a day behind the wheel. I have driven my M2 daily on crappy roads and on appreciably long road trips. The ride, even in Sport mode, is classic BMW: firm yet supple, and never brittle or harsh (unlike what you feel in your buddy's track-prepped special). Perhaps the reviewers' spine suffering is the result of one's torso being rotated slightly off-center due to the off-center seat position. No, the M2 is not a cushy living room on wheels, but I can attest to its everyday comfort and thus, to its everyday usability.

I suppose the M2C has the performance edge on mine. If I purchased it today I am sure I would rave about it as much as I did about my M2, but the better looks and most importantly the better sound of my M2 make me feel like I bought it at exactly the right time.



# AACA Tour

Way back in January when we were coming up with tour ideas for the 2018 Season, we had an opening in August and I thought, "OK, I'll plan a tour to the Eastern Shore!" Obviously this was a great time to make a trip across the Bay Bridge..... Not!!! I grew up going to the Jersey Beaches and had no idea this would be a difficult time, so the tour was moved to September. This still left August totally open. Fellow Tourmeister Mark Rosenberg suggested the Antique Automobile Club of America (AACA) Museum. I hadn't been there in close to ten years and the exhibited vehicles cycle to an extent so each visit outside of a few months is a totally different experience. This is due to the Museum's vast collection as well as owners' cars being asked to be displayed not unlike the 2002 Display at the CCA Foundation.

As the tour approached, several weeks of rainy weather wreaked havoc on the planned route. On a final test drive the weekend before, two bridges on the route were under-

water due to engorged mountain streams that had now become enraged swollen rivers. With five miles of detours scribbled into the route, it was ready to go.

The day of the tour dawned bright and clear. Ten cars and fourteen people gathered north of

Frederick, MD in Walkersville, MD. With everyone gathered, waivers were signed, the ten-page sets of directions handed out and we set off for a full day of driving. The directions laid out a 110 mile route of curvy mountain and foothill roads to keep drivers and their navigators on

their toes! We were rewarded with relatively traffic free driving as we weaved north enjoying the occasional views of the Blue Ridge mountains poking through trees to the west and farmland and foothills all around.

I thought I had planned enough detours for the route to please Mother Nature, but apparently it wasn't enough for her! One stream that had been fine the week before had changed its mind and was close to flood stage. Drat! With the bridge built seven to eight feet higher than the land around it, we were able to ford the inch of water on either side and continue on our way, after which we stayed high and dry. We stopped to catch our breath and give our thumbs a rest south of Gettysburg, before peeling away to the east leaving the proximity of Rt 15 and the flatter terrain to head up into the mountains passing nearby Ski Round Top and weaving back down the other side of the mountain range to the first main stop of the trip at my family's car collection.

My grandfather started collect-

By Robert Hopkins



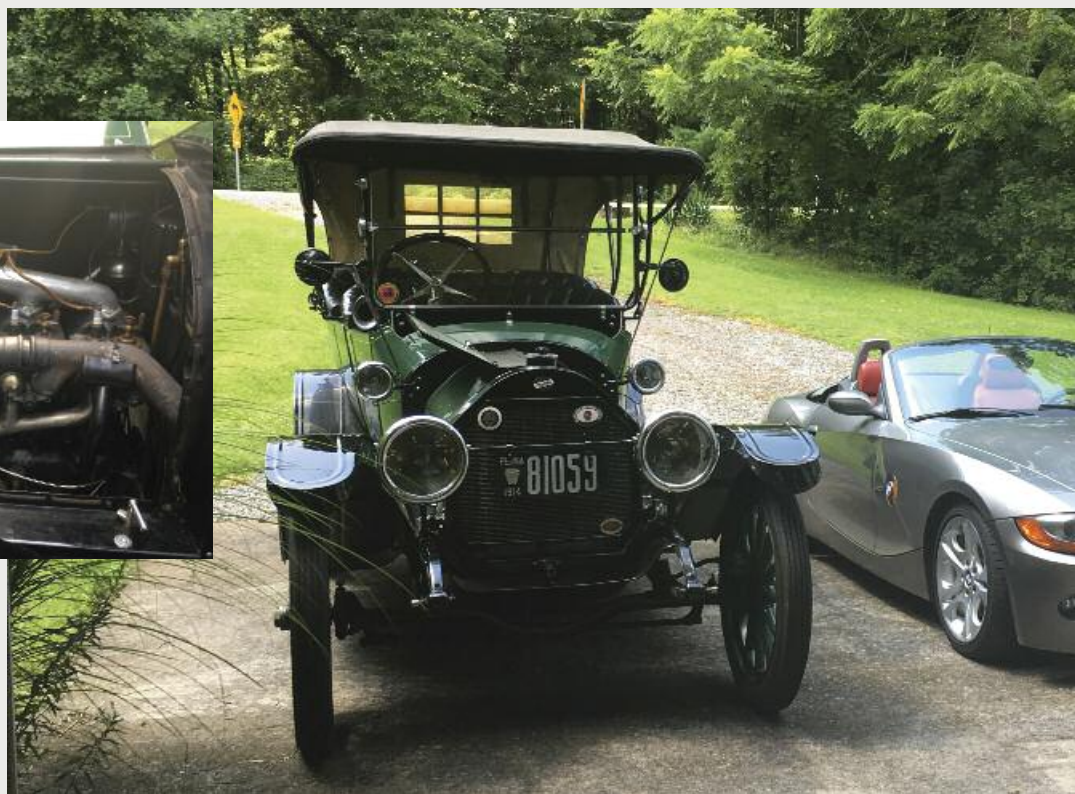
(Above) Tucker 1001 on Display at the AACA Museum. This car was first one off the assembly line in 1948 painted in a gorgeous Maroon. (Below) F80 M3, F33 428i and E85 Z4 3.0i parked next to a Willy's Overland 79T.







*(Above) The drivers' side of a 1914 Willys Overland Engine, a 4L 35hp unit. (Right) All 79Ts left the factory with this Brewster Green Color with Black running gear and nickel furnishings.*



ing cars in the early 1950s when 20s and 30s cars were just "old used" cars. Over the years he had a beetle or two, a Dodge Brothers Sedan from the 1930s and a Karmann Ghia. His current collection is housed in a four-bay garage including three 1914 Willys Overlands, two touring cars and a speedster, and a 1974 Triumph TR6.

In case you haven't heard of Willys Overland, Overland produced cars from 1904 until the late 20s when the Overland namesake disappeared from regular use. The Overland featured simple thermosiphon cooling (no water pump needed), Bosch Magnetos (on high end models), a transaxle for better weight distribution, and a five-bearing crankshaft, even Cadillac at this time only had three. This led to a reliable and robust car that was easy to sell, but like many of the thousands of early brands, in 1907 Overland ran into financial troubles. John North Willys was a sales man and a good one at that, but when his order of one-hundred cars, already a month late, didn't show up and customers started

getting anxious, he went to check things out. He found a paradoxical situation. There was no money to pay the workers to build the cars to earn the money to pay the workers to build more cars, yeah yeah you see where this is going. So to rectify the situation Willys offered a deal, part ownership in the company in exchange for the money to pay the workers and from then on it took off. Overland was the first in a series of acquisitions by the eventual Willys Brand that would go on to make the now infamous Jeep. Yes! Willys is still around as Jeep today, owned by FCA, a survivor of the brand die-off of the 1900s thanks to the quick thinking and resourcefulness of John North Willys.

In 1914 they made 45,000 Overlands with a 4-liter 35hp engine and 3-speed doglegged manual gearbox, but with five different body combinations. This was second in production only to you guessed it the Ford Model T which had some 300,000 units produced. The 1914 Model 79 featured everything mentioned earlier plus being the first

year for the electric starter and lights. The car with the starter sold for \$1049 delivered to you by train from Toledo, Ohio. Since there are only approximately 150 remaining 1914 Overlands it's understandable if you haven't seen or heard of one.

My Grandfather bought his first Overland freshly restored in 1954 and immediately took to touring and attending local car shows and a few Glidden Tours in the late 50s and early 60s. The car was probably a barn-find survivor at the time, had been repainted with a tan paint job and chocolate brown fenders and a modern automatic magneto installed, not correct for the car, but it worked. The car had some mechanical work done in the 1970s and the radiator rebuilt a few years ago, but otherwise it is as restored in the 1950s.

The origins of his Speedster start in the mid-1960s, he came across a 1914 Overland in a junk yard on a parts hunting expedition and found the frame was in pretty good shape and the engine would turn over. So he decided to save it and create a speedster from it. He hunted

down the location of the only known surviving example in Florida, took the measurements he thought he needed and got started. One winter the car was completely disassembled and reassembled to continue work during a winter spent living in Michigan. After ten years of hard work he finished the car and it's been occasionally driven and is under 5000 miles since its restoration.

The second Overland Touring car was purchased in the mid-90s and represents a more complete and accurate restoration with black fenders and Brewster Green body and a period correct Bosch Magneto. I think it was purchased so the whole family could tour together and we went on several tours with both cars when I was growing up. Sometimes with one car trailered and the other driven to the tour hub.

The TR6 was purchased in the mid '80s, a 1974 Pimento Red US Spec Model with a 4spd Manual, but no optional electric overdrive. The car currently only has 46000 original miles. It follows a British version of the BMW formula for sure.





(Above) All 15 Tour Participants gathered at Fenicci's of Hershey for a Delicious group meal serving local and Italian cuisine.

Straight 6, balanced and fun. It's no wonder it would eventually partly serve as inspiration for the creation of the Z3 and other 90s convertibles to come.

After demonstrations, photo-ops, and some snacks the group carried on to Hershey, PA for a group lunch at Fennici's, a local favorite and some of the best Italian food in Hershey. With a variety of options from a classic chicken parmesan to cheesesteaks and other local PA favorite lunch foods, we ate and discussed the days' events.

Then we made a quick five-minute drive over to the AACA museum - the "piece du resistance" of the tour. The Antique Automobile Club of America was started in 1935 to form a national organization much like BMW CCA to help owners of Antique Automobiles find things to do together and work to preserve them and use them. Any car twenty-five years or older is eligible to be registered in the club. They host cars and coffee events, flea markets,

shows, and tours for all vintages of cars. The AACA Museum specifically is dedicated to preserving and presenting motor vehicle history through exhibits and displays of members automobiles both donated and loaned to the Museum.

The featured marques at the Museum this visit were the Mustang and Tucker. There were GT350 hard-tops and convertibles, GT500s, pre-production Mustangs for car shows, low-mileage cars and race cars, and children's riding pedal cars of several Mustangs and Fords. Since the DeLorean used Ford engines they had several DeLoreans as well and a preproduction concept car DeLorean side by side with a production car to show how the car went from a rear-engine car to a mid-engined one.

They had some twenty Tucker engines showing the evolution of the engine used in that car. I thought they had made so few cars something like this was not possible! There was an interactive demo of the Tucker's Cyclops center headlight. It was

linked to the steering linkage so the center light swiveled similar to the adaptive headlights on current BMWs, but this was the 1940s! A car truly ahead of its time. In addition to the swivel headlight, the car featured seat belts, a soft dash board, shatterproof windshield, and a built in roll protection. One of the

turntable Tuckers on display was car 1001, a 1948 model and the first off the production line.

After viewing all the main level exhibits we headed downstairs to check out the display of buses and motorcycles. They even let us step into several. Buses ranged from Yosemite Park Ranger buses from the early 1900s to the commuter and long-distance trip buses of the 60s and 70s. If we had a scavenger hunt to find a BMW this was the place to look for it. In the motorcycle section I came across the sole BMW I observed in the museum. A 1966 R60 Motorcycle iconic flat configuration and all. Though not the example at the museum, apparently one such R60 holds the record for the longest ride in the Americas! An R60 was once driven from Alaska to Argentina covering some 9500 miles in one ride. The museum's example only needed a new carburetor float and a spark plug before it would be able to be back on the road after sitting for a decade! With the museum's five pm closing time fast approaching it was time to go home, after a photo op in front of a Dodge truck. Folks grouped up and hit the road for home.

Thank you to those who joined the Tour! My family enjoyed having you visit and perhaps we will visit as a group again in the future.



(Above) A classic 1966 BMW R60 Motorcycle on display at the AACA museum.





# DIY at Proctor's Foreign Auto Services

Forgive me fellow club members for I have sinned. Let me begin with my immediate and cathartic confession, I bought a car from outside of the marque. For the last decade I have bought and sold multiple cars - ALL of them BMWs. No surprise there, right? I am a total a homer when it comes to the Bavarian brand. And yet, many times I have come quite close to buying a car from a different marque. In fact, I have test driven several Porsche 911s over the years and then settled on a comparable BMW with no regrets. But this time it was different, I really did it and it wasn't even an affair with another German. Nope - her name is Elise and she is British. Well, she is technically only half British because my 2005 Lotus Elise is powered by a Japanese derived 190 horsepower four banger from a Toyota Celica GTS.

I have had an opportunity to admire this Elise for many years because it was previously owned by my friend Mark Beck, a fellow autocrosser with our club. Mark recently bought himself a beautiful Porsche 718 Cayman S and decided to let the Lotus go this past spring and the rest, as they say, is history. But why did I buy a car that was out of my BMW comfort zone? Self-hatred? Perhaps.

I guess when it comes right down to it I have always preferred my cars lighter and with less power versus larger and more powerful. Sure, I could have bought a 2001-05 BMW (E46) M3 and it would have had basically the same

power-to-weight ratio as the Lotus and it would have been way more practical too. And yet for some reason I prefer the smaller, more svelte car. The Elise tips the scales at just 1950 pounds or almost three hundred pounds lighter than the iconic 2002. Although it is a modern car, the Lotus still has some old-school simplicity - no power steering, roll up windows on base models, no sound insulation, no nannies, no glove box, etc. Once you fold yourself into the car, it is the purest and most spartan driving experience you can imagine.

Now I admit, if BMW had a lightweight comparable offering, I might have been more tempted to stay within the marque. In fact, BMW doesn't currently make a car that weighs less than 3000 pounds. Sure, I know what you're thinking

- with all the NHTSA safety requirements and technology that car manufacturers must build into modern vehicles it is just impossible to make a sports car that weighs less than 3000 pounds. Not so fast, I can easily think of multiple

By Marc Caden



(Above) The author's 2005 Lotus Elise is a modern car and yet it lacks many basic amenities like power steering, a glove box, and sound insulation. His wife believed it was a German car for their first three months of ownership.





(Above) DIY Chair Phillip Cummings and Tim Proctor give some brief safety instructions right before everyone starts their projects.

examples: Mazda Miata (2,350 lbs), Fiat 500 (2,350 lbs), Alfa Romeo 4C (2,500 lbs), Mini Cooper (2,650 lbs), Subaru BRZ/ Scion FR-S (2,750 lbs), Ford Fiesta ST (2,750 lbs), and Porsche Cayman/Boxster (2,950 lbs).

So when was the last time BMW sold to the U.S. market a mass produced car (note: I am going to exclude limited production models and racecars) that tipped the scales under 3000 pounds? The 1990s E36 3 Series weighed over 3100 pounds, but the 1980s E30 3 Series was around 2800 pounds. The most recent model I could think is the 2005 Z4 2.5 which weighed just 2,950 pounds.

The brand-new BMW Z4 Roadster won't weigh under 3,000 pounds and I seriously doubt some future lightweight or CSL version of the M2 will either. However, I have driven the new M2 and it sure doesn't feel that heavy to me. Could I see myself owning an M2 one day? Possibly, so I guess weight really isn't everything because overall balance and power matters too. And please don't think this is my exit from the club as I still have other BMWs to keep me busy.

I brought my Lotus to the October DIY event at Proctor's Foreign Auto Service because the nearest Lotus dealer is almost three

hours away! I think being a BMW CCA club is a must for any Lotus owner because the local Lotus club doesn't host autocross, track, or DIY events like our chapter does. And our club doesn't even require you to own a BMW to be a member – what a concept!

Of course, while it is perfectly fine to bring a car from a different marque to a BMW DIY event, it could elicit some remarks. Upon arriving I was immediately greeted with comment #1: Do you know what Lotus stands for? Lots of Trouble and Usually Serious (insert laughter at me by everyone). Next, I was greeted by comment #2: Do you

know what else Lotus stands for? Lift Off Throttle U Spin (insert more laughter at me). Next, I was greeted by comment #3: ... never mind, I think you get the idea, right? So, you can bring any car you want to a chapter event, but if you do, expect some friendly needling by your fellow club members.

Proctor's Foreign Auto Service is a seven-bay facility located in Lanham, Maryland very close to exits off both the Beltway and BWI Parkway. Proctor's works on mostly BMW and Mercedes, but also on VW, Audi, and Mini. Tim Proctor has been at this location for twelve years and in the business for almost thirty

(Below Left to Right) Jedd Vertman replaced the oil and filter on his rare 1995 525i; Tim Proctor gives Nurbek Ismailov some advice on the easiest way to remove the guibo from his 1995 325is.







(Above) The DIY committee provided a nice breakfast and lunch for everyone.

years. He employs three skilled technicians and they focus on routine maintenance and repairs. They pride themselves on excellent customer service and consult with the owner on all suggested repairs. Tim says they try to "stay in front of the car" by recommending preventative maintenance when appropriate, something that is so important with our cars.

Proctor's can handle all your BMW's needs such as tires, an alignment, brakes, suspension, fluids, window regulators, etc. If you ride Metro to work, Proctor's can drop you off and pick you up at the nearby subway station and will even drive you somewhere if it is within a

few miles of the shop. Also, make sure to let them know you are a BMW CCA club member.

Many folks took refuge inside Proctor's on an otherwise rainy day to accomplish a lot of DIY tasks. DIY regular Jedd Vertman did an oil and filter change on his 1995 525i. Ray Jenkins (with some assistance from helper James Laws) replaced the sway bar end links on his 1997 BMW 740i. Kevin Kuo and his girlfriend Mary Snyder replaced the brake pads and rotors on his 2014 BMW 335i. Aneek Roy replaced the oil and filter on his ultra clean 2014 BMW 320i. Nurbek Ismailov took on the biggest task of the day by successfully replacing the guibo on

his 1995 BMW 325is. Many thanks go out to my friend Ty Joseph for his help with changing the oil and transmission fluid on my Lotus.

DIY coordinators Phillip Cummings and Chris Wooten made sure that everyone had a wonderful "Homer Simpson style" breakfast of champions – coffee and doughnuts.

For lunch, they went a little healthier and got everyone a nice array of gourmet sandwiches from a nearby Wegman's. Many thanks go out to our host Tim Proctor for sponsoring a great DIY event at Proctor's Foreign Auto Services!

(Middle Right) Ray Jenkins uses a torque stick to properly tighten the lug nuts on his 1997 740i. (Bottom Left to Right) Kevin Kuo and his girlfriend Mary Snyder replaced the brake pads and rotors on his 2014 335i.





# Memories of Monterey Weekend

Diary and Photos by Pearl Aliga Jones

## August 23, Thursday

It must be "Monterey Weekend" - Legends of the Autobahn *Concours d'Elegance* in Pebble Beach and Festorics at Laguna Seca!

At our hotel in Pacific Grove, there are German-marque cars aplenty. Today, the parking lot had several guys polishing and primping their cars for this weekend's show. Struck up a conversation with a Bimmer enthusiast, a millennial who drove from Los Angeles. After mentioning to him that I write for a BMW chapter magazine (hence, my interest in Bimmers and their owners), he was so open and enthused about describing his vehicle. Night would have fallen, and he might still be talking about it. Perhaps, he might have even offered me a ride to Big Sur to watch Monterey's glorious sunset!

Jack owns this spiffy M5 in an exotic color called Le Mans Blue. The interior is also the same color. (Have never seen a blue interior!) The wheels are called chrome shadow.

There are also several Porsches around, some Jaguars, and a Maserati. After a post-dinner constitutional, viewing the lovely and vibrant flora of Monterey, I returned to the hotel to admire more cars (fresh from the loving pampering by their proud owners), gently glistening in the fading Pacific sun, and so ready for their turn to really shine in their full glory at this weekend's events!

*!Hasta manana, Jack y Le Mans Blue!*

## August 24, Friday

Had a whale of a time at Legends of the Autobahn today. Immensely enjoyed looking at a variety of cars in mint and gleaming condition, basking in the glorious Monterey sun. Perfect weather, vaunted and rightfully so!

Ideal time to meet new friends from CA, e.g., Eric from Aptos, Richard and wife Renate from Monterey, and Bob and Russ from Watsonville. Delightful time to see old friends, e.g., Christopher Wooten, fellow National Capital Chapter, BMW Car Club of America member; Mike Renner, NCC's best friend; and Steven Schlossman, a National Official of BMW CCA.

Saw my friend of a day, Jack, he with the 2001 Le Mans Blue M5. True enough, his pride and joy was looking resplen-

dent at the *Concours*, after all the polishing and grooming he did on it last evening.

And then came the "*piece de resistance*." It looked incongruous amongst a glittering array of sleek and well-maintained cars on display. This 1967 2000CS, that was rusted (and whose upholstery was apparently vermin-devoured - eek!) and rescued from an orchard in Santa Cruz, stole the show. It won the *Das Beste* Auto Award.

The looong but fun day culminated with a sumptuous dinner at the club house of Nicklaus Golf Club — Monterey. Can't wait for Festorics tomorrow!

## August 25, Saturday

I "experienced amazing" today (with apologies to Lexus) at the WeatherTech Raceway/Laguna Seca. Spent the entire day there for the Festorics with my Bimmer friends at the BMW corral at Turn 5. Went on a stroll to the cold pits (alas, I wasn't allowed in the hot pits), paddock, and vendor booths. Got me a Race Girl shirt and a matching cap. Viewed more cars, including a McLaren.

As a budding high-performance driver and an irrepressible motorsports fan, today was an exciting first - my first time witnessing a real race in real time and experiencing its attendant sights, sounds, and smells.





The highlight of my day was coming upon the most celebrated BMW Z4 GTLM ever - the No. 25 - driven by the legendary Bill Auberlen to multiple victories!

Driving back to the hotel did not mean leaving the adrenaline-inspired excitement at WeatherTech Raceway. You see, CA-68 has winding roads, some even cambered, adding to the sensation of driving on a race track and maintaining high speed!

Oh, and the Michelin Man found me again today!

## August 26, Sunday

Ode to the Michelin Man one early morning...

I'd love to create better rhymes for you,  
But again the Raceway does beckon.  
So for now, I hope these photos will do,  
To thank you for your good cheer, I reckon.  
Find me again today, I'm certain you'll do,  
'Nough lanyards, now tires, good lookin'?

Addendum, early evening: True enough, the Michelin Man found me again today; twice, in fact. I thought maybe three was a charm, but no, he did not give me a new set of tires. Instead, he gave me hugs (okay, no more lanyards!). Can't refuse hugs! I was asking him why he vibrates - I had my arm around his waist while posing for the photos, and could feel it. But his *aide-de-camp* told me, "Michelin Man does not talk!" Maybe Michelin Man does not hear, either...that's why I never got the set of tires I requested.

(Below) 25's fancy steering wheel.



## August 26, Sunday

Yesterday, I came upon a very pleasant surprise - a praiseworthy museum piece. Now resting, with its original, vibrant livery still evoking awe, it has a glorious story to tell, and all I could do was behold it. Snapped some photos, but like a delicate piece of art preserved for posterity in hallowed and sterile museum halls, it was something I did not dare touch.

I mentioned the day's highlight to my friend and motorsports mentor. He told me, "Go sit in the car. Tell the guys I said it's okay."

So today, I traced my steps back to the BMW tent at the WeatherTech Raceway/Laguna Seca. There it was, the world-renowned BMW Z4 GTLM No. 25! I summoned my politest speaking voice



and told the burly guard that...Bill Auberlen said I could...go sit in the car? I was expecting him to say, "You wanna prove it? Prove it!" And I was ready to, but he said, "Sure!" immediately. (I think, there's something to be said about being polite and putting on your most honest face!) Thanks, kind Sir. Yes, I really wanna...probe it. Probe it!

Sit I did, and held the steering wheel at the racing-sanctioned 3-and-9 hand positions.

Stay I did, and studied the multitude of knobs and switches I have never seen in any car before, such as a button marked "Fancy."

Overwhelmed I was, and thought of the summary of magnificent wins this masterpiece of German engineering brought.

Grateful I felt, and wished the celebrated driver of this car many more wins, his next race being on this same race track in two weeks, the Monterey Grand Prix.

Best of luck, Bill Auberlen! And *mahalo nui loa!*

Side note: A rule of etiquette. The day prior, just like any respectful admirer of museum *objet d'art*, all I could do was point at (not touch) the No. 25 until Bill Auberlen gave me permission to do more than just point. This is the unwritten rule of decorum that is supposed to govern spectators of awe-inspiring cars, whether it is at *Concours*

(Left) Part of the NCC delegation to the Monterey Weekend: Christopher Wooten, writer for Cruzin Newz, and Perlita Jones, author of this article, at the BMW CCA corral at Turn 5. (Below) Motorsports fan Perlita Jones in the renowned No. 25 BMW Z4 GTLM.





*d'Elegance* at Pebble Beach or under a tent at a motorsports park. Thou shalt not touch an exhibited car unless the owner giveth permission. For the *Concours* at Pebble Beach, a proud owner spends 100 hours polishing his/her prized possession. Who wants smudges, or worse, scratches on it?

### August 26, Sunday

Is this misrepresentation or what? No, I'm not complaining. (It takes a whole lot to get me riled up to the point of complaining - those who know me well will confirm that.) In fact, I find humor in it.

Our hotel in Pacific Grove is at the tip of the picturesque Monterey Peninsula. The beach is just a stone's throw away. Life-enhancing ocean breezes are felt through the sliding door.

This is the map that someone making reservations sees: the hotel complex is adjacent to the Pacific Grove Marine Gardens...oh, and it evokes feelings of...serenity. So far, so good. The room layout shows a sliding door that practically encompasses one wall. Wow! Draw the drapes, let the sunshine in, and *voila*, a spectacular view of the gardens manifests itself before my very eyes...or so I thought.

Upon checking in, I did the honors of opening up the room. Drew the drapes and saw a sliver of an emerald-green lawn...then a panorama of an

expansive garden...wait, it is a garden alright, but it is a...memorial garden! A cemetery! Yikes! The first row of tombs is just 30 feet from the sliding door through which an errant ghost could easily set foot onto our room while it is open!

There was no mention of the garden being memorial. Therein lies the incomplete disclosure, which can be considered a misrepresentation and incur the ire of most people.

Yesterday, deer roamed the...garden. I've been taking this situation good-naturedly, in an "ehh, so what" way. I suppose ghosts don't rattle me. But if you..."ghost" me because you don't like ghosts or any mention of them, then that's a different story altogether!

Oh, and the price for the room with the premium view of the cemetery? \$405 per howling night! That includes the CA tourism assessment,

tourism levy, and...occupancy tax. They must assume other...souls are populating the room as well, albeit unseen, because as far as I can tell from the astronomical price, we're being charged a "multi-occupancy tax!"

### August 27, Monday

One of the things that delighted me during the Monterey Weekend was coming across signs and stickers - some funny, others profound.

One t-shirt read, "I used to think Bacon was bad for me, so I stopped thinking." It brought me chuckles, but the philosopher Sir Francis Bacon would not be so thrilled!

My favorite? "I'm not speeding; I'm just qualifying!" Tell that to a CHP officer. Good luck with that!

(Below) I will stick with a Bimmer, thank you very much!



(Below) If not from the CHP, perhaps a ticket from the Spelling Police? (Right) A room with a view ... of a cemetery. (Bottom Right) A trio of Bimmers: (Left) 1980 BMW M1 (E26); (Center) 2018 BMW M5 (F90); and (Right) 2015 BMW M4 (F82).





# The Product Tsunami



Experienced auto analysts can quickly assess the health and direction of an auto company by studying its product pipeline. Savvy auto journalists perform a detailed review before the start of a new major auto show season.

While I'll never be so bold as to claim such a position, having spent some time examining BMW's four-year pipeline, I can say with confidence that BMW is focused again on being the "Ultimate Driving Machine," no matter the segment or technology. I suspect I'm going to spend quite a bit of time at the BMW L.A. Auto Show exhibit.

When Harold Kruger became BMW AG's CEO, he knew that he inherited a distracted company. Kruger's predecessor, Norbert Reithofer, focused valuable company resources on a "green" agenda while attempting to meet the Board's aggressive margin targets. During the Reithofer reign, most BMW enthusiasts noticed that the core BMW products seemed to have lost the unique BMW "soul." That was something that Kruger seemed determined to fix.

The resulting aggressive product pipeline shows that Kruger is focusing on restoring BMW's product "soul" while addressing the realities of today's new-vehicle market. For the 2019 sales cycle, BMW will have eleven new products. And only one of them is an "i" model. From 2020 to 2022, BMW will introduce twelve new models – one of them being the highly anticipated "iNEXT." Having spent some time with the current semi-autonomous driving benchmark, the Cadillac CT6 "super cruise", I'll likely have some remarks of the state of the art

and what BMW should address to ensure that their system is in keeping with their "Ultimate Driving Machine" soul. To say that BMW has fully embraced the fact that they now sell more SAVs than cars would be an understatement.

Also, BMW is moving upscale.

Here are the new BMW products we expect to see during this year's major auto show season:

- 3 Series. BMW's heart and soul has been redesigned. We understand that this product is aimed at the BMW enthusiast, not the "CamCord" driver that's looking to move up. That already warms our soul.

- 7 Series. Freshened. Since the "Bangle butt" design, the 7 Series has never regained its mojo. If the 8 Series Gran Coupe becomes a market success, it will make it very difficult to justify a new 7 Series design.

- 8 Series. Coupe, Convertible, and Gran Coupe. While we loved the 6 Series, BMW seems to be a bit confused with its market placement. Was it a grand touring vehicle or an ultimate performance luxury vehicle? Making its debut as "the" factory racecar, the 8 will most definitely be the latter, not the former.

- i8: Freshened. It has been on the market since 2014.

- X1: Freshened. No doubt it will have the new "3 D" dual kidney grill.

- X5: Redesigned and refocused, the X5 is ready to distinguish itself from the Mercedes GKE, Lexus LX, and Audi Q5 and Q7. It would not surprise me to see the X5 become the most popular North America SAVs in BMW's line-up.

By James Chew



(Top) iNext - BMW's technology showcase product.

(Above) It's coming, but don't be afraid.



- X6: Redesigned. Why not? Many of the same new features on the X5 will be on the X6.

- X7: With buyers paying six figures for Cadillac Escalades, Range Rovers, Lexus LXs, and Mercedes GLS and G-class, it was only a matter of time before BMW made an entrance into this market. It will be interesting to see how BMW designs and executes an "Ultimate Driving Machine" for this segment.

- Z4: For those of us who avoided that West Coast circus known as Monterey car month, we'll have to wait to see the first BMW that will also be the platform for a Toyota. The reception by the BMW faithful will be interesting

For our Mini friends, there are two new products; an all-electric Mini and a freshening of the Clubman.

## Driverless Car Technology

While BMW has not announced when their semi- and fully autonomous vehicle systems will be publicly released, we know that the development of such systems is continuing. That being said, driving enthusiasts' fear of autonomous vehicles is not unfounded. In the extreme, this could become yet another way of "big brother" taking control of our lives. At least one existing insurance company already encourages its policyholders to allow for the installation of a chip to



(Above) Electric - yes. But PLENTY of new BMW ICE models.

monitor driving habits.

My week in a 2018 Cadillac CT6 with "super cruise" demonstrated a place for today's semi-autonomous driving technology. Simply speaking, if you have long commutes and enjoy driving vacations, you'll want "super cruise". During the 1000-mile evaluation, we found the system to be not only reliable and predictable, but also entertaining.

Cadillac's super cruise system is based on using a collection of LIDAR maps, coupled with the

current "nanny mode" driving aid systems (lane departure, blind spot monitoring, collision avoidance, adaptive cruise control). With driver attention monitoring added, the Cadillac system is designed to avoid the unfortunate circumstances that led to two autonomous vehicle fatal accidents.

The super cruise system is best described as the "smartest" cruise control yet experienced. Those who regularly use cruise control will enjoy the ease of use and experimenting when the system alerts the driver that

the control has been handed back to the driver. Under ideal road conditions, the system works like a charm. But when there's road construction or traffic cones, the system returns control of the vehicle to the driver. While some may consider that to be a limitation, I consider it to be common sense.

While currently only available in the CT6, Cadillac plans to have this system available in their entire product line by 2020. Based on buyer demographics, it is a surprise that the XTS was not selected as the super cruise launch vehicle. Having a "super cruise" CT6 short-term lease would be worth the experience.

Because the lawyers still have no idea whom to hold liable, mass adaptation of fully autonomous vehicles is decades away. Following the aforementioned fatal incidents, Uber halted their autonomous vehicle program. Driver complaints about the Waymo Chrysler Pacifica minivans increase daily. The Apple system was recently involved in a vehicle crash. And we have all heard about the Tesla collisions that occurred when the vehicles were on semi-autonomous mode.

If that day comes, I suspect that the regulations and laws will be similar to those of the commercial aviation industry. Even though the aircraft is on "auto-pilot" for a majority of the flight time, the presence of a

(Below) When the Steering Wheel is Green, the CAR is in control.



(Below) The soon to be cancelled CT6 is quite the handsome luxury sedan.







(Above) iVision - Tesla should be worried.

trained professional is still needed.

## The Bottom Line

We can't help but think that BMW's product blitz is intended to showcase the wisdom of their modular platform architectures: the Cluster Architecture

rear-wheel drive (CLAR) and the Frontantriebsarchitektur (FAAR) front-wheel-drive version. This is quite a contrast to the other OEMs, who are seeking to reduce their future product offerings due to high development costs.

As one would expect, the competition is not sitting still. For the 2019 sales cycle, Mercedes has fifteen new products - most of them 2-,3-,4-, X1, X2, and X3 competitors.

I must remember to pack comfortable shoes - it appears that I'm going to have to spend an entire day at the L.A. Auto Show media event!

(Below) The new Z4 shows that BMW hasn't forgotten their Ultimate Driving Machine roots.



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## A NOT “Forgotten 3”



*New friends found  
at Katie's Cars & Coffee,  
Great Falls, VA. July 2018.*

# A Long Love Affair

By Steve Grumbach

**J**effrey Mann of Long Beach, California knew exactly what he wanted. In the fall of 1980, he was determined to find another BMW to replace his 1974 2002. It had to be a new BMW – red, with a black interior. “I always had German cars,” he recalled. “I previously had an early VW Beetle and a Type 1 Transporter. There’s just something about the precision and engineering those cars had that always appealed to me.”

Jeffrey found what he was looking for at Alexander Imports, a BMW dealer in Los Angeles. Henna Red, “S” package items on a new 1980 320i: air conditioning, BBS wheels, a sport front valance, electric right-side mirror, fog lights and sunroof. “I knew more about it than the sales-

man!” he recalled. Deal done in late September 1980, Jeffrey drove the car regularly for business and leisure trips across the Western states, including Oregon, Washington and Colorado. In 1984, at the end of the lease, he was not ready to part ways. “The dealer wanted me to trade up to the newer model (E30) at the end of the lease. I still loved the car, and besides, I didn’t like all the modern stuff.” (Presumably, power windows...)

Jeffrey not only kept the car but scrupulously serviced and maintained it with regular oil changes at scheduled service intervals, along with irregular but necessary repairs. Over the course of the next 14 years, he logged 167,000 miles, at which point it was time to attend to a long

list of major service items. A copy of the service work order from May 1994 revealed the details: Replace the engine, exhaust system, muffler, shocks, flanges, associated engine mounts and brackets, hoses, air filter, ignition wiring, clutch, distributor, rotor and cap, recharge the A/C, replace the rear brake shoes, hood pad, etc. Resurface the flywheel. Replace driver’s seat pads and recover the front seats. A significant major service, indeed; the repair bill was more than half the original acquisition price.

Once done, the Henna Red 320i served as an occasional back-up car in Jeffrey’s livery and another 10,000 miles were accumulated over the next four years. While always garaged in Long Beach, thereafter it was not

driven at all for sixteen years.

In February 2016, he had the car returned to a roadworthy condition with another major service: Replace the radiator, hoses, thermostat, front/rear brake lines, brake calipers, pads, sensors, shoes and wheel cylinders, turn the rear drums, repack the front wheel bearings, repair handbrake, oil and filter service. He did not register the car; instead it was again garage kept with an occasional short drive to work. And there it stayed...

**Sometimes, Even If It Sounds Too Good to Be True, It’s Possible It Actually IS True...**

For us it started, as some adventures do, with idle time and the internet. My son Bryant and I had long specu-



lated about possibly finding a "project car" in Southern California. Although we now reside in Northern Virginia, we based our inclination on our familiarity with the area during our previous residency there in the mid to late 90s. I had some experience while in San Diego dabbling in the car hobby with several projects: a '66 resto-mod Mustang GT convertible and another '66 black over black Fairlane 500 XL, both of which were enjoyed but now long since sold and gone. Having recently parted ways with a 996 Porsche Targa, there remained an unfulfilled void. Something more basic, mechanical and certainly German – so we started a hunt for the next project "find." Our focus continued on Southern California area, owing to many factors that weigh in its favor: the dry climate coupled with the near fanatical car culture and specialty shops make for a target-rich and expansive variety of market opportunities.

In December 2017, a clean and presentable Cypress Green 1980 320i 5-speed appeared on Craigslist in San Diego. It caught my eye as it was nearly identical to one I had owned in the late 80s, before considerations of practical transport of a young family intervened. But before we could make contact with the seller, it was gone. Lesson learned: keep a sharp eye on the market – and should something of interest appear, pursue it aggressively.

In early January 2018, I spotted a Los Angeles Craigslist posting: "1980 BMW 320i, Original Owner, Long Beach". The pictures and description were intriguing. "I've taken care of this car for 38 years... Always garaged. All records of service. Put into storage 1997. Looking for a conscientious new owner. Minor imperfections as you might expect from a 38-year-old car, but still extremely clean." The pictures matched the description and without too much difficulty I was able to speak with Jeffrey, the seller. We bonded immediately. He went into



(Above) BMW's ad for 3 Series in 1980.



(Above) Craigslist ad posting, Long Beach, CA, January 2018.



(Above and Right) Owner's handbook, service booklet, service records, BMW Service Manuals, 320i sales brochure and seller's business card.

great detail about the history of the car and other details he shared that affirmed the extensive care and thoughtful guardianship. He had kept a comprehensive accounting of all the service receipts, along with the original owner's manual and service booklets, the original window stickers and even the 1980

BMW 320i sales brochure. Mechanically sound, along with an interior that was in spectacular condition. "I always kept it garaged or under a cover," he said.

Nothing was overstated, nor were his descriptions less than forthcoming, honest or candid. He was looking to sell, but only to

another person in whom he had faith would enjoy and maintain the car as he had. I assured him my son and I were likeminded. So, he agreed to sell us the car. Now, it is only 2,700 miles from Leesburg, VA to Long Beach, CA; (I did tell Jeffrey there was "a minor complication"). So, how are we gonna do that?

## I'll Go!

My son Bryant was all in. "Simple. I'll fly to LAX Friday night, meet him Saturday morning and drive it away". Hummmm – let's think about that: How are you getting to Long Beach from LAX? There is no current registration on the car (it lapsed in 2003). There won't be back-up for you if it fails to keep running on its way along I-5. Where are you going to put it until arrangements for transport can be made? What if it breaks down on the way to wherever it is you think you're going to put it? We had a few logistical challenges to work out and cover with contingencies. Let's be honest, while we were confident in the seller's representations, a nagging concern kept circling back to the fact we'd never actually seen the car and it was not driven regularly. This was the beginning of a "Bring A Trailer" adventure – only without the trailer! And yeah, it's Craigslist.





Fortunately, a longtime friend who lives in Newport Beach, not too far away, said he'd help. He agreed to meet up with Bryant, accompany him to the seller's location and hold our car for a few days until we came up with a suitable plan. Problem solved, (mostly)! Bryant and I went through a wide range of potential problems and possible alternatives in advance of his departure from Dulles, but we both concluded while this venture was fraught with potential difficulties, the risk was worth it. "I'll figure something out", he said confidently. My parting wisdom in front of the departure terminal was, "Go with your gut. If it's good, get it. But don't be afraid to walk away."

### The "Forgotten 3"

The BMW E21, first of the "3 Series" cars, was offered world-wide from June 1975 to 1983 as a replacement for the 02 Series. It shared many of the now classic BMW 70's-era styling clues of the trademark kidney grill, the C-pillar "Hofmeister kink", and the model family "shark nose". During its run, the model outsold the 2002 model cars and over 1.36 million were produced. In the U.S., only the two-door coupe was offered as a fuel-injected with 2-liter four-cylinder engine, starting in 1977. To deal with U.S. and California emission standards, it was again updated in 1980 with a smaller 1.8-liter M10 motor, overhead-cam, hemi-head four four-cylinder displacing 1767ccs, a three-way catalytic converter and either a five-speed manual (up from four with a lower final-drive ratio to aide in cruising at 75-mph freeway speeds), or a three-speed automatic.

The interior was a notable enhancement over the 2002 with large clear white-over-black driver-centered instruments and a center console stack angled toward the driver in an aviation-styling theme BMW would continue across other models for many years to come. The chassis provided notable driving dynamics, with rack and pinion

steering and suspension by MacPherson struts in front and semi-trailing arms at the rear. In 1981 an "S Package" model was offered that featured Recaro sport seats, an upgraded rear and larger front anti-roll bar, a limited-slip differential, BBS "basket weave" alloy wheels, a larger and more extensive tool kit, fog lights, a three spoke leather-wrapped "sport" steering wheel, leather shift knob, and front air dam. Initially it came in any color you wanted, if it was white, silver or black. Just 2,500 320is were produced, out of approximately 186,000 E21's sold in America

lbs. *Road & Track* cited fuel economy, a major consideration at the time, was a favorable 26 mpg (up from 21.5 mpg) in normal driving. John Lamm's R&T review was quite complimentary of the ride, handling, and crisp Getrag gearbox, "well thought-out controls, comfortable seats and an engine that's relatively responsive... The enthusiast who takes driving seriously will feel very much at home in the BMW 320i." David E. Davis, Jr. in *Car & Driver* magazine's review of the car in March 1980 said, "It's a wonder – maybe the best-balanced small sedan around – a lively, agile four-

and, "Performance expectations are understandably low, given the massive power gap between this car and any current BMW."

*Bimmer* magazine went on to say, "The E21 may not be one of the BMW's most celebrated shapes, but unspoiled examples in the right paint color possess an undeniable retro charm. The 320i will never be revered as a 2002; its place in BMW's history and the circumstances surrounding its creation will simply never allow it. But that doesn't mean the 320i shouldn't be appreciated in its own right. It's a wonderful little car in many aspects, and one that embodies many of the attributes that BMW enthusiasts have traditionally held dear: smart styling, impeccable ergonomics, entertaining handling and an overall 'fun to drive' quality that so few cars possess (particularly those engineered in the 1970s)."

Never as warmly embraced as the preceding 2002's, nor a generation of E30 models that followed it, collectors abandoned the E21. Not quite performance oriented enough to be embraced, the cars devolved in the market to common second-hand used cars, with never enough cache to be considered a collectable classic. But for its time it offered sporty handling, practical economy, sprightly performance, precise (manual) steering, and a firm but compliant ride. For many buyers it was their transition into first-time ownership of a German marquee luxury brand automobile. Good visibility, common-sense seating to accommodate four people and enough space in the boxy trunk with 12.6 cubic feet to hold their necessities. Drive sensibly, pack light and make sure the kids are buckled-up in back. Just don't be in too much of a hurry.

### The Car Is Better Than Hoped ... Not a "Barn Find". Instead A Hidden Treasure

Inspection reveals it's even better than we had hoped. And around



■ (Above) Pre-Purchase Inspection Long Beach, California. January 2018.

during its run from 1977 to 1983. There were a lot of folks new to the brand who said, "Hey, look at me, I own a BMW!"

*Road & Track* magazine in their review of the car in February 1980 noted a 0-60 time of 11.1 seconds and 101 bhp at 5800 rpm. Tame by today's performance standards, but as a European sports sedan it compared favorably with the few contemporary market offerings, notably the Saab 900 Turbo, Volvo 242GT or VW Scirocco. It was small and light; wheel base was 100.3 inches and the curb weight of 2,435

seater for the demanding driver."

*Bimmer* magazine's article in June 2011 called the E21 model, "The Forgotten 3". Sandwiched between the significant growth in nostalgic-fueled popularity of the 2002's and the model series' evolution and larger sales of the six-cylinder M30s that followed. Although both the press and the customers loved the E21, the market hasn't been a kind, with a generally lukewarm reputation and values to match. The ungainly U.S.-spec DOT bumpers detract from the overall tidy lines of BMW's Paul Bracq's design





(Above) On display at Bimmerfest 2018, Fontana, CA. May 2018.

each corner a happy surprise. Wow, what have we got here?

*"The tires still have tread, but they're old. Can't remember when they were new. Probably sometime in the early 90's. It's been registered for off-street storage since around 1996 or 7. So the tags aren't up to date. I still think it should be transported."* Jeffrey Mann email, Jan 24.

He wasn't kidding about this, either. A mechanic's notation on a service ticket, circled in red magic marker in February 2016: "Note: Replace Tires".

Bryant carefully examined the car and while wear and tear faults were found, the car showed as accurately described. She starts; Bryant and the seller took a test drive. The decision was made followed with a handshake, paperwork... and a well of emotion.

*"Well, the little red BMW is off to Virginia and I'm happy as can be. After going through at least 25 people who were interested in the car I am really glad you appeared."*

— J. Mann email Jan 27

### Is it "Christine"?

With the deal done, Bryant decided with the aged and cracked tires it was best to get the car to a safe haven not too far from Long Beach. Our friend Jim Mottern, who accompanied him, graciously offered to store the car for

a few days at his home in Newport Beach, about 40 minutes away. That would allow us a chance to sort out the needs and put together a plan to get the car road worthy and arrange for shipment back to Virginia.

Later that same evening, Jim called my cell phone. *"The car is out in front of my house. The emergency flashers are going full tilt - and I can't shut them off!"* Hummm, awkward; the tranquil peace of Jim's toney neighborhood was shattered by the car's disturbing, unwarranted plea for attention. I told him it was best to just disconnect the battery while I figure something out. A quick check of the BMW forums led to a diagnosis: a dreaded hazard switch failure, which is a common fault.

Or, was it something more sinister? Was our Henna Red beauty a reincarnation of "Christine"? The reference is to John Carpenter's 1983 horror movie about a diabolical, unholy red and white 1958 Plymouth Fury. The plot of the movie basically is that Christine demands her owner's complete and unquestioned devotion - and when outsiders seek to interfere, they become the victims of Christine's horrifying wrath.

We got it sorted early the next week - and it was the hazard switch.

We took advantage of the multitude of repair and tire specialists in Costa Mesa, California. Within two weeks we had it fixed, inspected, new tires mounted, aligned and the wheels refurbished. I am heartened to report none of the technicians were assaulted in the course of their labors. Several paid her the ultimate SoCal compliment: *"Dude, this is a bitchin' ride!"* But some cars just naturally name themselves - she is now, and forever, "Christine".

### You Gotta Be Kidding!

Along with the many artifacts that had been preserved with the car, in the glove box with the original Owner's Manual and Service Booklet was the salesman's business card from Alexander Imports, Inc. in Los Angeles. "Nick Alexander, President/General Manager". Curious, I quickly located the dealer on the internet. In their "About Us" description was the history of the family-owned business. Nicholas, his son, is now the General Manager. I called in early February. *"Mr. Alexander, I have this one-owner BMW I recently purchased in Long Beach that your father sold in 1980."* Long pause. I'm guessing he doesn't get a lot of calls like this.

*"What is it?"* he asked.

*"Well, it's a 1980 320i. The owner drove it for 17 years, lovingly*

*serviced and maintained the car, replaced all of the major mechanicals, and then put it away until now. Other than some wear-and-tear, it's as close to a new 1980 320i as you'll ever find."* Another long pause.

*"Wow",* he responded, with curiosity building. *"Where did you find it?"* he asked. *"Craigslist"* I sheepishly replied. We both laughed at this unlikely prospect and my good fortune. *"No way! You gotta be kidding! I've been looking for these."*

*"Well with all due respect sir, I'm both very lucky and happy to have gotten there ahead of you!"* We shared a laugh over that and spoke at length. His enthusiasm and excitement building as I shared more details about the car and he reviewed several pictures I'd sent him in email. *"Look,"* I said, *"we are planning to store the car at a friend's place for a couple of months until the weather improves here in Virginia. I think the car is in good shape, but it has some needs. How would you like to display it before we ship it east?"* *"I love that idea"* Nick responded. *"I'll send a truck and get it, have my guys go over it, let you know what else needs to be done and detail the car!"*

Oh, that Christine - she's a charmer.

(Below) Paint work at Nick Alexander Collision Center, Los Angeles. May 2018.





### She Back...

Work at Nick Alexander Imports first consisted of a thorough mechanical inspection. A leaky heater valve was replaced, but was otherwise declared fit. Mike Gregorian, manager of Nick Alexander's Collision Center, then took charge of Christine's cosmetic restoration. Early in the process he reported, *"I don't have a guy in my shop who's older than your car. We just don't see these... but they all love it. She's been adopted!"* We quickly agreed on a plan to undertake a sympathetic restoration and keep as much of the original single-stage factory Henna Red factory lacquer paint as possible, but remedy the dings, minor dents and road rash with a matching two stage respray of the hood and passenger door. In addition, the front spoiler was restored and matching body color added, along with restoration of the aluminum bumpers.

And oh yeah – those gold pin-stripes just had to go, too.

Polishing and detailing brought out the deep luster of most all the original paint for the rest of the car; the newly painted areas matched perfectly!

And one last blast before departing the West Coast... Nick Alexander had a sponsor's booth at

Bimmerfest 2018 at Auto Club Speedway in Fontana, CA, May 26-27th. They brought Christine along as a display car in their booth... a fitting send-off days before transport to Northern Virginia.

### Wants & Needs

Following delivery to Leesburg in early June, we started a more comprehensive investigation of her current state and reestablished a priority project list to address both needs (safety, drivability, functionality, reliability and comfort) and more cosmetic "wants." She has good bones, but some minor things went ignored or neglected; other issues arose likely attributable to the car sitting and not in regular use for over a decade. Despite a very comprehensive maintenance history and two major services, some things are just going to go bad after 38 years and 178 thousand miles. Christine did get a thorough going through by the mechanics in Los Angeles and was pronounced sound.

But once she was reintroduced to the rigors of regular applied use, some issues arose: The clutch slave cylinder failed and was replaced. Minor coolant and exhaust leaks were remedied. A new alternator, battery and leaky water pump were



(Above and Below) Final detailing at Nick Alexander Collision Center, Los Angeles. May 2018.

replaced. All the hinges, latches, sunroof rails and locks were lubricated. Instrument cluster bulbs were replaced, and in some cases upgraded with LED's to improve illumination. She was missing a battery tie-down, noted in the Virginia safety inspection, which was fixed. The turn signals were intermittent, so the relay and an NOS switch were sourced and installed. We also did a minor service to change spark plugs, ignition wires, and distributor cap and rotor, along with an oil and filter change – with favorable results. Bushings, bearings and switches, oh my!

Aren't these things ever done? Well, no. Next came a set of upgrades for comfort, performance and style. The Alpine audio system, quite spectacular for its day in 1982, was an analogue artifact not capable of serving in a digital world; speakers and the "radio" were replaced with a new Blaupunkt MP3/CD/Bluetooth unit, including

hands-free phone operation. A BMW three-spoke "sport" steering was found and sent out to have the leather grip rewrapped, stitched and restored. An Ansa sport muffler was installed for looks and improved tone. The short-term outlook is to next address the suspension (lowering springs, Bilstein shocks, suspension and handling bushings), along with replacement of the front seats with trim correct-period Recaro sport seats (as was found in the "S" trim models). Adding some sound-proofing materials would certainly be an improvement... there's a growing list.

Doubtless, "wants" will get upset by surprise "needs". But life with a classic is an enduring affair. I've heard it often said, "It's not the cars, it's the people". This E21 has been driven, enjoyed and thoughtfully cared for by one man. With age, it's now a "vintage" classic. Now others are keeping the legacy alive, the joy shared and commitment to





preservation and care enthusiastically maintained. A senior's steadfast determination to hand it over only to a new owner equally passionate and dedicated to her preservation, care and enthusiasm. A father and son. Friends who helped in the effort. A Los Angeles BMW dealership's owner's son. Old friends from SoCal reunited in common cause. New found friends in Virginia, equally passionate about vintage BMW's, have embraced her and shared their knowledge with us on service, vintage history and restoration.

In our hobby, there's a cost and an asset market value. But the real value of this car, combined with the reward and benefits of those sharing in the commitment to enthusiastic care, cannot be calculated. This "3" won't be forgotten.

Footnote: Jeffrey Mann, the original owner of the car mentioned at the beginning of this article,



passed away on October 20, 2018. He loved this car; he thoughtfully maintained and enjoyed her for more than 37 years as his "go to" driver on business and tours across the western states. It was clear in our conversations he displayed a passionate satisfaction in tending to her needs. For him, passing the car onto another was bittersweet.

Jeffrey was a professional graphic artist and designer in Long Beach. His friends described him as a free spirit always ready for the next adventure. His passions included art, food and cooking, wine, travel and gardening. My son and I will continue as caretakers of Christine, always mindful of his legacy as now we are custodians of her preservation and enjoyment.

(Left) Transport delivery (finally!), June 2018.

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## Club Member Profile: Tommy Ivic

By Anna Maripuu

Prepping for the Jefferson HPDE this past summer, I thought I would take my car to Tommy Ivic at his shop, Tier Car Care in Pikesville, MD. There were a couple of reasons. First, he was offering free tech inspections prior to the second HPDE of the season at the Jefferson circuit at Summit Point, and he was a tech sponsor of the HPDE, and secondly, all my encounters with Tommy had been so refreshingly honest and positive that I thought I should visit him at his shop.

His shop is well located and easy to get to for the Maryland/DC crowd, and though modest in size, the amount of expertise to be had is clearly huge. Not only does Tommy have a totally “can-do” attitude, years and years of experience, a passion for BMWs (and cars in general), he is also a true sharer of knowledge. He will share with you all the details about your car and any repairs or upgrades he feels might benefit you and your car. He explains everything clearly, not dumbing down the information, but making it completely understandable.

Tommy urged me to keep good records

of all the repairs and routine maintenance I do to the car, and he said one way was to nickname your car and make it a “contact” and then put all the records in your “notes” section of the contact. I thought this was a great idea, so I promptly did just that, nicknaming my car Woofwoof Maripuu. Just don’t try to FaceTime or iMessage Woofwoof. The car is bad at responding.

OK, that may seem silly, but this is the kind of tip that Tommy dispenses with ease. He truly is an Ambassador and the best kind of NCC club member one can be. He loves cars, he fixes cars, he helps people fix cars and shares his mechanical knowledge and driving skills, while basically making you laugh and putting you at ease.

When I visited Tommy at Tier Car Care in July of 2018, it was the one-year anniversary of his Pikesville location. However, Tommy has had two different shops for the past sixteen years, specializing in the repair and maintenance of Foreign cars generally, and BMWs specifically. This passion for cars

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(Top) Tommy poses in front of his shop in Pikesville, MD with a fellow HPDE instructor's race car. (Above) This sign, which hangs inside Tommy's shop, is an example of his great sense of humor.



started when Tommy was a kid growing up in Hungary. At the age of eighteen, Tommy had his first E30 325i.

After Tommy moved to this area, he joined NCC in 2008 with his E46 M3 convertible, a gem of a used car that he purchased at BMW of Annapolis. He started doing HPDEs at Summit Point in 2009, and was already an instructor with the Tarheel club, the Porsche club, and NCC by 2013.

I asked Tommy what he loved best about being involved in the car club, apart from the actual car stuff, and he said he loved having the opportunity to share a passion and common interest with like-minded members. He told me that he had met his best friend Steve Flanagan, who is a lawyer, at VIR, and he pointed out that he probably wouldn't have met Steve under normal circumstances. The club and the shared interest is what drew these two together.

Over the years, his level of commitment to HPDE has deepened. It made me laugh, and identify with, when Tommy recounted that he started his first few HPDEs "with the usual rookie stuff: a folding chair, a few tools, and a bag of goodwill and happiness." Cut to today, with Tommy showing up in the paddock with eight rigs, followed by four to five cars, and an entourage consisting of about fifteen people. This is how Tommy rolls – and you can usually see him scooting around on an electric scooter or a bicycle all over the paddock at any given time helping people, shooting the breeze and generally making himself useful. He said his most memorable HPDE was around his birthday in February at VIR one year. It was the first time he ever took part in an HPDE in the snow.

The other thing to know about Tommy is that he loves instructing because he genuinely likes to help people and "give back" as he puts it. "Somebody took the time to teach me the righteous ways", he says,

"and now I'm giving back". Tommy will always offer tech inspections at his shop to fellow club members and he will always be glad to support HPDE club members with technical advice and mechanical help both on and off the track.

I know this to be true because Tommy has more than once bailed me out of small and large issues at the track – from helping me with my optimal tire pressures by literally putting air in my tires to fixing a busted pipe with zip ties when it broke after a full Saturday of HPDE. The patch job was good enough for me to be able to drive to Alan Jackson's home to pick up an OEM replacement part that he had stored in his basement. I was under strict instructions by Tommy to keep my RPMs low, so it took me a while, but I made it safely from Summit Point to Alan's house to get the part,

and then to drive home and sleep a few hours and get up early the next day to limp back to Summit Point. Tommy installed the new part for me and I was good to go for a second day of HPDE. I am only one of scores of club members and HPDErs that Tommy has assisted.

Besides truly loving being an instructor and taking part in HPDE, Tommy loves being a mechanic. What he likes about it is working on different things all the time – he finds it challenging and fun – solving problems and being creative. He said he particularly enjoys fixing something that someone else can't fix – and making it work even better than before it broke. It brings joy to him, his team and to the client.

Speaking of Tommy's team, DJ and Chris work with Tommy at the Pikesville location, and both are

passionate about being BMW mechanics. Chris is currently overhauling a wagon, so he can track it, and DJ has two of Tommy's cars.

Next time you see Tommy Ivic at an HPDE, approach him and say "hi." You will be greeted by a big, warm, smile, an affable sense of humor and Tommy's easy-going way. Better yet, take your car to his shop prior to your next HPDE for tech inspection and marvel at the amount of valuable information Tommy ends up sharing with you as he expertly and thoroughly inspects your car and makes suggestions that will only improve your automobile's life. All car clubs should be so lucky as to have a Tommy Ivic in their midst. We have him, so we ARE the lucky ones.

*(Below) Tommy and fellow mechanic DJ pose inside the shop. Though always busy, they will always make time to help out.*







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To our newest members listed below, you joined the club, now join the fun! Check out our website for the latest event details.

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